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SUBJECT Status of Unoccupied Airfields

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SUPPLEMENT TO
REPORT NO.

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1. Altengrabow-Gross Luebars airfield. On 26 and 30 March 1952, the field was unoccupied. No activity was observed there. [] On 31 March, the field seemed to be deserted. The grass on the landing field was about 10 centimeters high and the roads were muddy. [] On 1 April, the field was unoccupied. That section of the field which was in a better condition was separated from the other section by a row of poles. [] On 21 May, a transport plane took off from and landed at the field. Parachute jumps were made over the field. []
2. Anklam airfield. The field was unoccupied up to 10 May 1952. The clearing of the debris continued. []
3. Bredow airfield near Nauen. On 13 March 1952, the field was unoccupied. There were no indications that the field was to be used. [] 25X1
4. Burg airfield. On 16 May 1952, most of the field was plowed. The section west of Burg-Moeckern road was used as a training ground. [] 25X1
5. Chemnitz airfield. On 5 March 1952, the field was unoccupied. Its landing field was in good condition. A 10-meter wide strip in the southwestern section was plowed. Debris was trucked to the northwestern section of the field. The former airfield restaurant which was in a good condition has been converted by the municipal administration into Karl Liebknecht Hostel. [] 25X1
6. Dabern Gahro airfield. On 10 May 1952, the field was unoccupied. The landing field was intact but not well maintained. No construction sites were observed. The concrete lanes which were constructed during WW II were completely overgrown so that aircraft could not be parked there. [] 25X1
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7. Falkensee airfield. Between 27 December 1951 and 24 March 1952, the airfield was used by courier planes of the air force headquarters in Falkensee. []
[] biplanes landed there. The passengers were picked up by sedans and hauled to the Falkensee restricted area. [] 25X1
8. Finow-North airfield. Between 28 February and 15 April 1952, the field was unoccupied except on 5 March and 15 March, when a PO-2 was parked at the field or in the hangar. []

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9. Friedersdorf airfield near Koenigswusterhausen. The airfield is located 1 km southeast of Friedersdorf between the Friedersdorf-Storkow railroad line and Friedersdorf-Kummersdorf highway. In mid-February 1952, [redacted] the mayor of Friedersdorf had tried in vain to have the Russians release the field for agricultural purposes. [redacted]

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10. Jueterbog-Damm airfield. Between 18 January and 29 April 1952, the field was occupied by individual biplanes. Day and night flying was occasionally observed. [redacted] In February, the field was occupied by a small air force unit. PO-2s occasionally took off. A tank unit was quartered north of the field. [redacted] At 11 a.m. on 8 April, seven PO-2s landed at the field. The planes again took off at noon heading north. [redacted]

11. Guestrow airfield. On 5 and 16 January 1952, the field was neither occupied nor guarded. Workers were laying a buried cable from the former naval artillery school to the former officers' club and a radio installation. [redacted]

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12. Kyritz airfield. On 26 April 1952, there was a Soviet officer in Kyritz Hospital, who, [redacted] was stationed at Stolpe alternate airfield near Kyritz. This airfield was allegedly occupied by two biplanes. [redacted] observed a radio installation next to Stolpe farmhouse. A lieutenant and six air force soldiers were assigned to this installation. In the farmyard, there was an old German radio truck with a braced mast 20 to 25 meters high. The radio installation allegedly belongs to the airfield. [redacted]

13. Leipzig-Mockau airfield. On 15 February 1952, the field was unoccupied. No sentries were observed there. The grass cover was short but not well maintained. The destroyed buildings were not yet reconditioned. One building in the middle section was stripped and about 10,000 new bricks were stored west of it. [redacted]

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14. Leipzig-Schkeuditz airfield. On 2 April 1952, the field was unoccupied. The grass on the landing field was about 10 centimeters high. The administrative buildings, through unused, was in a fairly good condition. No sentries were observed. [redacted]

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15. Magdeburg-South airfield. On 11 March 1952, the field was unoccupied. No sentries with watchdogs were observed. The buildings were uninhabitable. [redacted]

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16. Neu-Hardenberg airfield. On 18 January 1952, the field was unoccupied. There were no indications of an intended occupation. A well maintained hangar was used as a barn by the community. After 1948, the landing field was repeatedly rolled every year. The airfield and the hangar were guarded by sentries of the community at day and night. [redacted]

17. Neuhausen airfield. On 17 March 1952, the alternate airfield was unoccupied. No construction work was under way. [redacted]

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18. Parow airfield. In October 1951, a section of the field was reconditioned. [redacted] the field is intended to be occupied by troops. [redacted] In March 1952, it appeared that the landing ramp for sea planes was reconditioned. Construction workers said that large quantities of construction material were stored at the field. On 20 March 1952, five cars with construction material arrived at the field. In the course of 1951, some large residential blocks were erected at the field. [redacted] On 5 May 1952, an SED Party secretary said that it was intended to use the field again. The naval police at the field are probably to be transferred to Dachnholm near Stralsund. Since late April, more Soviet officers than previously have been observed in the town and

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at Stralsund railroad station. [] In mid-May, an employee of a construction bureau stated that a former airfield near Stralsund was to be improved in a large scale beginning in June 1952. []

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19. Perleberg airfield. On 10 April 1952, the grass cover of the airfield was being rolled by a tractor with a civilian number. []

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20. Plaue airfield. On 4 March 1952, a section of the field was plowed and cultivated. All installations were destroyed except for an ammunition or fuel bunker which seemed to be serviceable. []

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21. Pretzsch airfield. [] The former landing field, probably east of the former airfield installations, was cultivated. The airfield buildings were occupied by resettlers. A Volkspolizei dog training school was quartered in some low wooden buildings. There were no runway or taxiways. An intact concrete strip extended in front of the former hangars which were destroyed. Eighty dog kennels were near a small woods. []

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22. Quedlinburg airfield. In April 1952, the spur track to the field was removed. []

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23. Rathenow-Arado (Moerlin) airfield. On 15 January 1952, the field was unoccupied. [] Each of the three watchtowers which were 12 meters high was occupied by two sentries armed with machine guns. The searchlights which were previously observed at the field were removed. []

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24. Rathenow-Volzensee airfield. The airfield is located southeast of Rathenow, on the northern shore of Volzer Lake. On 26 and 30 April and on 2 May 1952, a airplane landed at the field. A sedan was loaded with some leather bags and sacks and then moved toward Rathenow. []

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25. Rochlin-Roggenstein airfield. Between 20 December 1951 and 19 March 1952 the field was unoccupied. There were no indications of an intended reoccupation. []

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26. Rostock-Marienehe airfield. On 5 January 1952, the field was destroyed. []

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- [] excavation work for an industrial enterprise was allegedly planned there. [] On 24 February, the field was still destroyed. A canning and match factory was housed in the former air force technical school. A port for drifters was established in the southeastern corner of the field. Nearly there were three new fuel tanks, each 10 meters high and 8 meters in diameter. Machines were being fitted in a new building at the side of the fuel tanks. A former hangar was occupied by the Rostock Industrial Works and Diesel Engine Plant in Rostock (RIW and DMR). On 12 March, no changes were observed except for the number of fuel containers which had increased to 10. [] On 24 April, the muddy landing field was used as pasture land for sheep. The eastern and central sections and most of the former runways were continually inundated. A new basin was dredged between the power plant in Pramow and Marienehe. There were no indications of an intended reoccupation of the field. []

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27. Tarnowitz airfield. Between 21 December 1951 and 12 May 1952, the field was unoccupied. No sentries were observed. []

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28. Treblin airfield. On 16 January 1952, grading work was under way at the field. Work was being done on the buildings. FDJ banners indicated that the field is to be used as a glider field. No Russians were observed there. []

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29. Tutow airfield. Between March and May 1952, the demolition and clearing of debris was continually in progress at the field. The runway and taxiways were covered with weeds. No plane landed at the field. [] On 1 April, the workers of a Berlin

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scrap salvage enterprise were engaged in blowing up and clearing of debris at the field. The field was guarded by these workers. []

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30. Warnemuende-Rado airfield. On 24 February 1952, the southern section of the field was plowed. A new shipyard was being erected in the northern section of the field. [] On 24 April, the field was not serviceable. Of the shipyard only one workshop and two shipbuildings slips were completed, while two other shipbuildings slips were still under construction. []

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31. Warnemuende-Markgrafenhoide airfield. On 12 April 1952, a portion of the field was under cultivation. There were no indications of an intended reoccupation of the field. [] On 24 April, [] some sections of the landing field were overgrown with reed. It appeared that the total area of the field was getting marshy. The debris of the destroyed hangars was removed. Some of the former residential blocks were occupied by workers. The northeastern section of the landing field was converted into gardens. A 120-meter wide strip on the western edge of the landing field was under cultivation. []

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32. Warnemuende-East airfield. On 12 January 1952, the landing field was not serviceable. The buildings were occupied by a small naval unit which was assigned to the port control officer. [] the hangars in the northern section of the field were destroyed. The dwelling houses on the western edge were occupied by a Soviet naval unit. The landing ramp for seaplanes was damaged. []

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33. Wismar airfield. In December 1951, no planned construction work was observed at the field. The grass-covered runways had been repaired. The garden plots at the field were allegedly no longer allowed to be cultivated. []

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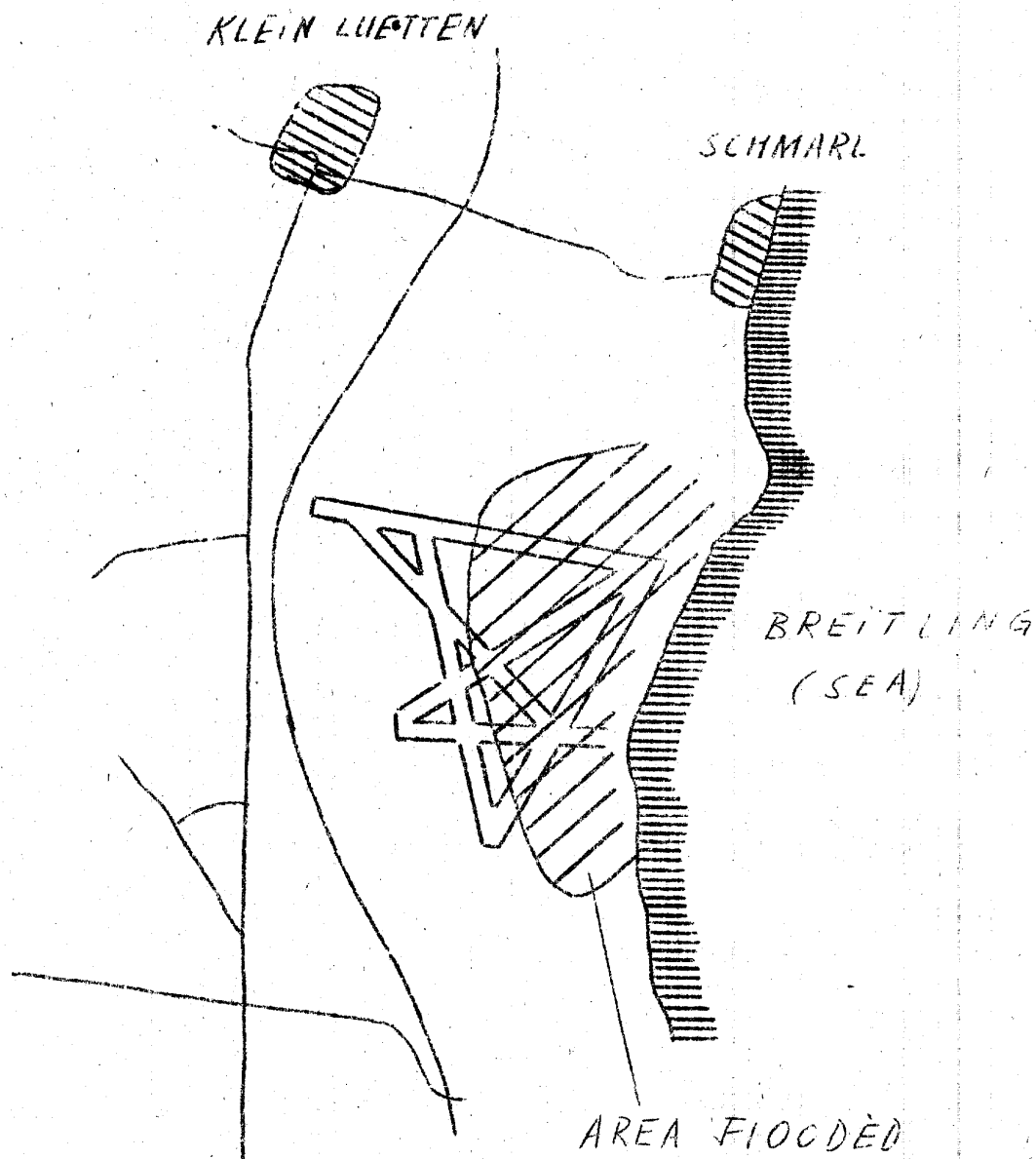
34. Zwickau airfield. On 12 January 1952, the field was unoccupied. No construction work was under way. [] On 4 May, no occupation was observed at the field. The gardens along Highway No 171 extended into the field area to a width of 150 meters. The other section of the landing field was covered by grass about 6 centimeters high. All buildings at the field were demolished. A Berlin firm was charged with the salvage of scrap. The field was not guarded. []

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- 25X1 * [] Comment. For location of industrial plot at Rostock-Marienehe airfield, see Annex 1.

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Location Sketch of Industrial Plot at
Rostock-Marienehe Airfield



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